berths, bulk cargo berths including dry and liquid bulk and container terminals under a Build, Operate and Transfer (BOT) or Lease arrangement. Revenue has accrued to the major ports concerned from these facilities as per the terms stipulated in the Concession Agreement between the port and the private operator. The revenue accrual to the port has been mainly in the form of upfront payment by the private operator, a share of the revenue earned by the private operator, lease rentals for the assets handed over to the private operator and port dues

(c) Investment for development of infrastructure in the Port Sector is made both from Public Funds (comprising budgetary support and internal & extra budgetary resources of the ports) and through private investment. Investment from Public Funds is made for identified projects/schemes which are included in the Annual Plans. Government has issued comprehensive guidelines for private sector participation in major ports which lay down the areas and mode of participation, bidding procedures, terms and conditions of participation, model documents and selection criteria for such participation. These guidelines are aimed at making the sector investor friendly and ensuring open and transparent procedures.

Road safety programmes

1820. SHRI C. RAMACHANDRAIAH. Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government have invited proposals from voluntary organisations for undertaking road safety programmes;

(b) the total amount of grants-in-aid that Government would give to voluntary organisation for conducting these programmes; and

(c) the kind of audit and monitoring mechanism that is adopted by Government to ensure effectiveness of these programmes?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Sir.

(b) The maximum grants-in-aid which can be given to an NGO under the scheme of administering road safety programmes is Rs. 5.00 lacs. The amount of grant sanctioned to various NGOs depends upon their experience, past performance, and capacity to undertake the various

programmes, keeping in view the availability of funds and need to cover the entire country as far as possible.

(c) Under the scheme, the proposals are considered only with the recommendations of the concerned State Government/Union Territories Administrations. The final instalment of grants-in-aid is released to the NGO after receipt of audited statement of accounts/Utilisation Certificates duly certified by the Chartered accountant and necessary documentary proof of having completed the programme. Feed-back of State Government is also taken into account at this stage.

Regulatory Authority for Private Ports

1821. SHRI C. PERUMAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is proposed to set up a regulatory authority with the emergence of private ports and the prospects of enhanced trade through them;

(b) if so, the details thereof; and

(c) by when it would be in place?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) and (c) Do not arise.

Work on NH-47

1822. SHRI C. PERUMAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the work on the NH-47 in the Nattrampaly-Chennai sector is progressing slowly;

(b) if so, the reasons therefor; and

(c) the action taken to expedite the work?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Nattrampally is connected with Chennai by NH-4 & NH-46 via Ranipet.